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Nº 80

RESEARCH AID

ANALYSIS OF PRODUCTION OF MOTOR VEHICLES  
IN THE USSR  
1946-57



CIA/RR RA 59-13

October 1959

CENTRAL INTELLIGENCE AGENCY

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SECRET

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FOREWORD

This research aid is designed to provide a methodology for estimating Soviet production of motor vehicles, by model and plant, during 1946-57. These estimates are presented in tabular form, according to major categories of vehicles (truck, passenger automobile, and bus). The accompanying text provides a detailed analysis of the methodology employed in estimating annual production of each model. Major changes in production of trucks, passenger automobiles, and buses in 1946-57 are outlined in three introductory sections. Data in this research aid are a first approximation subject to refinement as more information becomes available.

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ANALYSIS OF PRODUCTION OF MOTOR VEHICLES IN THE USSR\*  
1946-57

Summary

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The basic problem of analysis in compiling estimates of Soviet production of motor vehicles in 1946-57 is the reconciliation of national totals of production in economic statistical handbooks with data derived from [redacted] reports from visitors to Soviet plants, reports from prisoners of war (POW's) and repatriates, and achievements announced in the Soviet press and radio. For purposes of analysis, it is presumed that the national annual totals of production of motor vehicles that appear in official Soviet publications are accurate. In addition, [redacted]

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[redacted] was used extensively with other pertinent information. These data on cumulative production were checked by use of Soviet announcements of percentage increases in annual production and by use of rates of production reported by visitors to Soviet plants. In the few instances in which data almost entirely are lacking on production of certain models, production has been estimated by subtracting production of other models from the total for all models. Because the sum of the estimates of Soviet production of individual models, which is determined independently in most instances, either equals or closely approximates the annual aggregate totals of production of major categories (truck, passenger automobile,\*\* and bus), it is believed that the analysis of production of motor vehicles in the USSR in 1946-57, which is given in II, III, and IV, below, is a sound and valid one. Estimated Soviet production of motor vehicles in 1946-57 is shown in Table 4.\*\*\*

Trucks constitute the principal category of motor vehicle produced in the USSR. For example, during 1946-57 the Soviet motor vehicle industry produced four times as many trucks as passenger automobiles. Throughout this period the two major truck-producing plants were Plant imeni Likhachev (Zavod imeni Likhacheva -- ZIL\*\*\*\*) in Moscow and Gor'kiy Motor Vehicle Plant (Gor'kovskiy Avtozavod -- GAZ†) in Gor'kiy, both of

\* The estimates and conclusions in this research aid represent the best judgment of this Office as of 1 August 1959.

\*\* Including jeeps, in accordance with Soviet practice.

\*\*\* Appendix A, p. 50, below.

\*\*\*\* ZIL previously was named Plant imeni Stalin (Zavod imeni Stalina -- ZIS).

† GAZ previously was named Plant imeni Molotov (Zavod imeni Molotova -- ZIM).

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which were established before World War II. GAZ is the largest motor vehicle plant in the USSR. It produces general-purpose light trucks in addition to passenger automobiles and consumer goods. ZIL has produced principally trucks that are general-purpose cargo or personnel carriers suitable for military or commercial use. During 1946-57, 97 percent of the trucks produced in the USSR were GAZ and ZIL models\* having a load capacity of from 1-1/2 to 4-1/2 tons.\*\* Plants other than GAZ and ZIL, however, have produced some of these types of trucks, and in addition have produced 25-ton, 10-ton, 7-ton, and 5-ton trucks.

The modest production of passenger automobiles in the USSR during 1946-57 reflects the low priority of this type of production compared with the greater importance which the Soviet leaders attach to production of trucks. For example, Soviet limousines are produced mainly for use by high officials of the government and the Communist Party. Among the other passenger automobiles produced in the USSR during 1946-57 were the Pobeda, the Volga, the Moskvich sedan, and jeeps. The Volga, a five-passenger sedan, replaced the Pobeda in 1957-58. The four-passenger Moskvich sedan is the only small automobile in production in the USSR, and jeeps are the only other major type of automobile produced in the USSR.

The buses produced in largest quantity in the USSR are the GAZ buses, the PAZ buses,\*\*\* and the ZIL buses. The GAZ and PAZ buses are produced at GAZ, at PAZ, and at other plants closely associated with GAZ. The ZIL buses were produced at ZIL, but production of them apparently was ceasing by 1957.

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## I. Introduction

This research aid presents an analysis of the composition of production of the motor vehicle industry of the USSR in 1946-57, by model and year. The publication of economic statistical handbooks by the USSR in recent years has furnished data on annual production of major categories of motor vehicles during 1946-57. The USSR, however, carefully has avoided revealing both annual production of specific models and annual production by individual plants.

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\* Designations and characteristics of selected models of Soviet motor vehicles are shown in Table 5 (Appendix A, p. 52, below.)

\*\* Tonnages are given in metric tons throughout this research aid.

\*\*\* PAZ buses are produced by the Pavlovo Autobus Plant (Pavlovskiy Avtobusnyy Zavod -- PAZ).

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It is expected that the presentation in this research aid of reasonable estimates of the volume of Soviet production of motor vehicles, by model and plant, will provide a basis for estimating the value of such production. In addition, the estimates presented in the research aid may facilitate a more accurate intelligence estimate of the vulnerability and capability of the Soviet motor vehicle industry. Furthermore, the comparison of Soviet production, by model, with that of the US is more meaningful than comparisons of aggregate production. The extent to which production of motor vehicles both in the USSR and in the US satisfies the respective economic requirements is more readily apparent when data on production of motor vehicles are presented by model. It is obvious, for example, that a type of vehicle such as the inter-city tractor-trailer, which is needed in quantity in the US, would be in much less demand in the USSR, where the operation of such trucks is less economical because of the physical inadequacies of highways.\*

## II. Passenger Automobiles

### A. General

The very modest production of passenger automobiles in the USSR since 1946 reflects the low priority of this type of production compared with the greater importance which the Soviet leaders attach to production of trucks. For example, only five basic models of passenger automobiles (sedan, convertible coupe, station wagon, limousine, and jeep) are produced in the USSR, and one model of limousine, the ZIS (now known as the ZIL\*\*) made at ZIL in Moscow, has never been put into series production but is assembled by individual order or in small batches. Because styles of models of passenger automobiles in the USSR rarely are changed, the same model of the ZIL, an imitation of the 1939 Packard sedan, has been produced from 1946 through 1958. Estimated Soviet production of passenger automobiles is shown in Table 1.\*\*\*

A second limousine, the ZIM, which is slightly smaller and less luxurious than the ZIL, has been in series production since 1951 at GAZ. The ZIM, like the ZIL, is produced mainly for use by high officials of the government and the Communist Party in the Sino-Soviet Bloc. A new model, the Chayka, replaced the ZIM in late 1958 or in 1959.

The only medium passenger automobile produced in the USSR in 1946-57 was the Pobeda, a five-passenger sedan made at GAZ. The Pobeda was replaced by the Volga in 1957-58. The Volga, also a five-passenger sedan, was brought into production gradually during 1957 by means of a

\* A report discussing some of the applications of the material presented in this research aid is planned for publication subsequent to the publication of this research aid.

\*\* The name of the plant was changed in 1956 from ZIS to ZIL.

\*\*\* Table 1 follows on p. 4.

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Table 1

Estimated Production of Passenger Automobiles in the USSR  
1946-57

Plant and Model	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	Thousand Units
MZMA a/													
Moskvich-400 sedan													
Moskvich-402 sedan	Negligible	1.5	7.0	7.0	25.1	19.2	21.2	33.0	38.5	46.2	17.3	52.0	
Moskvich convertible coupe				7.5	6.6	3.5	Negligible				23.7		
Moskvich station wagon								6.9	6.9	2.7	0.3		
Subtotal	Negligible	1.5	7.0	14.5	31.7	22.7	21.2	39.9	45.4	48.9	41.3	52.0	
ZIS b/													
ZIS-110 limousine	0.5	0.5	0.5	0.5	0.5	0.3	0.3	0.3	0.3	0.3	0.3	0.3	
GAZ c/													
ZIM limousine													
GAZ-67 Jeep	5.8	6.6	6.0	12.5	13.4	0.6	1.6	2.0	3.5	3.6	4.0	4.0	
GAZ-69 Jeep						12.4	12.9	10.8					
Pobeda sedan	Negligible	1.0	6.7	18.2	19.0	17.6	23.7	3.0	15.5	18.0	29.0	26.0	
Volga sedan								21.4	30.0	33.0	Negligible	6.3	
Subtotal	5.8	7.6	12.7	30.7	32.4	30.6	38.2	37.2	49.0	54.6	33.0	36.3	
UAZ d/													
GAZ-69 Jeep													
Total	6.3	9.6	20.2	45.7	64.6	53.6	59.7	77.4	94.7	107.8	97.8	113.6	
1. Moskovskiy Zavod Malolitrazhnykh Avtomobiley (Moscow Light Automobiles Plant)													

a. Moskovskiy Zavod Malolitrazhnikh Avtomobiley (Moscow Light Automobile Plant).

b. Zavod imeni Stalina (Plant imeni Stalin).

c. Gor'kovskiy Avtozavod (Gor'kiy Motor Vehicle Plant).

d. Ul'yanovskiy Avtozavod (Ul'yanovsk Motor Vehicle Plant).

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series of intermediate models, each differing more than its predecessor from the Pobeda and resembling more closely the projected final version of the Volga. By early 1958, very few Pobeda sedans were being produced, but technical difficulties retarded the full-scale series production of the Volga.

No miniature automobiles yet are produced in the USSR in quantity, in spite of considerable publicity given in the press to the testing of prototypes in 1955 and 1956. The only small automobile in production is the four-passenger Moskvich, produced by the Light Automobile Plant (Moskovskiy Zavod Malolitrazhnikh Avtomobiley -- MZMA) in Moscow. Production began in 1946 after the transfer of equipment from the plant of the former Opel Works in East Germany. The first model of Moskvich produced, the Moskvich 400 sedan, closely resembled the 1937 model of the Opel-Kadet. The Soviet model was produced with very few changes from 1946 until April 1956, when a completely new design was adopted and a new engine (produced since January 1956) was installed.

The only other major type of passenger automobile produced in the USSR is the jeep, which comes in two models: GAZ-69, an eight-passenger automobile, and GAZ-69A, a five-passenger automobile, both of which are built on the same chassis. These jeeps came into production in 1953 at GAZ, replacing the older GAZ-67B jeep, which had been produced since 1943. Late in 1955, all production of jeeps was transferred to the Ul'yanovsk Motor Vehicle Plant (Ul'yanovskiy Avtozavod -- UAZ).

In addition to these models of passenger automobiles, the USSR has brought out several variations, such as the Moskvich convertible coupe, produced between 1949 and 1952; the Moskvich station wagon, produced from 1953 to April 1956; the M-72, a four-wheel drive model of the Pobeda, produced in 1956 and 1957; and two new variations of the Moskvich, the Moskvich-410, a four-wheel drive sedan, and the Moskvich-423, a station wagon, both of which were in limited production in 1957. In the following discussion, the method of analysis will be described in detail for each model and variation.



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### III. Trucks

#### A. General

Trucks constitute the principal category of motor vehicle produced in the USSR, and during 1946-57 the Soviet motor vehicle industry produced four times as many trucks as passenger automobiles. Throughout this period the two major truck-producing plants were ZIL (formerly ZIS) in Moscow and GAZ in Gor'kiy, both of which were established before World War II. Estimated Soviet production of trucks in the USSR in 1946-57 is shown in Table 2.\*

In 1946 ZIS resumed production of the ZIS-5, a 3-ton truck initially produced in 1933. The ZIS-5 was replaced in early 1948 by a new model, the 4-ton ZIS-150. In the next year, series production of the ZIS-151, a new three-axle, 4-1/2-ton truck, was initiated. The ZIS-150 and ZIS-151 are general-purpose cargo or personnel carriers, suitable for military or commercial use. Since 1950, part of the annual production of ZIS-150 chassis has been equipped with dump bodies, mounted at the Mytishchi Machine Building Plant near Moscow. The dump truck version of the ZIS-150 is designated the ZIS-585. On 7 October 1957, production of the ZIS-150 ceased, and production of the modernized version, the ZIL-164, began. The ZIS-151 model was replaced in the latter part of 1958 by a new three-axle cross-country truck, the ZIL-157.

ZIS trucks have also been produced since 1944 at the Ural Plant imeni Stalin (Ural - Zavod imeni Stalina -- Ural-ZIS) at Miass, using equipment evacuated in 1941 from the ZIS plant in Moscow. Ural-ZIS-5 trucks were produced at Ural-ZIS from 1944 until 1957, when they were replaced by a modernized version, the Ural-ZIS-355M. Ural-ZIS has also produced gas-generator models of the Ural-ZIS-5 which were known as the ZIS-21, the ZIS-352, and the ZIS-356. Ural-ZIS trucks are rarely exported and have little military significance. Most of the trucks produced at Ural-ZIS are allocated for agricultural use in central Asia. Ural-ZIS at Miass is a relatively independent producing plant and receives few component parts from ZIS, the parent plant at Moscow.\*\*

\* Table 2 follows on p. 19.

\*\* Text continued on p. 23.

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Table 2  
Estimated Production of Trucks in the USSR  
1946-57

Area, Plant, and Model	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957
USSR												
Central Region a/*												
GAZ b/												
GAZ-AA	52.0	51.6	47.5	43.9	5.2							
GAZ-51	5.6	12.4	36.8	33.0	93.7	77.0	84.4	91.9	107.0	114.9	131.5	141.3
GAZ-63				6.0	6.0	10.2	14.4	18.6	22.8	25.1	27.6	30.4
Subtotal	57.6	64.0	84.3	82.9	104.9	87.2	98.8	110.5	129.8	140.0	159.1	171.7
ZIL c/												
ZIS-5	30.0	45.0	17.4									
ZIS-150 (including												
ZIS-585)			44.6	85.0	90.5	72.0	73.1	80.5	84.6	90.5	96.0	71.4
ZIL-164 (including												
ZIS-585)				5.5	8.0	12.5	20.0	21.6	24.0	26.0	30.0	21.5
ZIS-151						84.5	93.1	102.1	108.6	116.5	126.0	122.9
Subtotal	30.0	45.0	62.0	90.5	98.5	84.5	93.1	102.1	108.6	116.5	126.0	122.9

Footnotes for Table 2 follow on p. 22.

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Table 2

Estimated Production of Trucks in the USSR  
1946-57  
(Continued)

Area, Plant, and Model	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957
Thousand Units												
USSR												
Central Region a/ (Continued)												
YAZ d/												
YAZ-200			0.2	0.5	1.1	2.0						
YAZ-210						0.5	0.9	1.1	1.7	2.6	3.2	3.2
YAZ-214												0.4
Subtotal			0.2	0.5	1.1	2.5	0.9	1.1	1.7	2.6	3.2	3.6
Total Central Region	87.6	109.0	146.5	173.9	204.5	174.2	192.8	213.7	240.1	259.1	288.3	298.2
Volga Region												
UAZ e/												
GAZ-AA		0.2	7.8	24.7	38.8							
East Siberia Region												
Irkutsk Motor Vehicle Plant												
GAZ-51					2.0	7.0	3.0					

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Table 2

Estimated Production of Trucks in the USSR  
1946-57  
(Continued)

Area, Plant, and Model	Thousand Units											
	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957
RSFSR (Continued)												
Urals Region												
Ural-ZIS f/												
Ural-ZIS-5 (including												
Ural-ZIS-352, Ural-												
ZIS-355, and Ural-												
ZIS-355M)	7.0	12.0	16.0	17.5	28.4	25.4	22.3	24.1	28.1	33.2	27.6	30.0
Total RSFSR	94.6	121.2	170.3	216.1	273.7	206.6	218.1	237.8	268.2	292.3	315.9	328.2
Ukrainian SSR												
Odessa Motor Vehicle Plant												
GAZ-93			3.2	10.0	18.3	17.7	17.2	19.6	17.4	19.2	21.5	21.9
Belorussian SSR												
MAZ g/												
MAZ-200			0.1	0.1	0.4	0.9	1.4	4.4	3.0	6.3	12.1	7.7
MAZ-205			0.3	0.7	2.0	4.1	4.3	4.3	7.3	5.8	1.5	7.0
MAZ-525							0.1	0.2	0.5	0.8	0.7	0.4

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Table 2

Estimated Production of Trucks in the USSR  
1946-57  
(Continued)

(continued.)												Thousand Units
Area, Plant, and Model	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957
Belorussian SSR												
MAZ g/ (Continued)											0.1	0.2
MAZ-501												0.2
MAZ-502												
Total Belorussian SSR			0.4	0.8	2.4	5.0	5.8	8.9	10.8	12.9	14.4	15.5
Georgian SSR												
KAZ h/						0.5	0.5	4.4	4.5	4.6	5.8	5.7
ZIS-150							1.8					0.1
KAZ-585-B, KAZ-585-V												0.1
KAZ-120												0.1
KAZ-600												0.1
KAZ-601-B												
Total Georgian SSR						0.5	2.3	4.4	4.5	4.6	5.8	6.0
Grand total	94.6	121.2	173.9	226.9	294.4	229.8	243.4	270.7	300.9	329.0	357.6	371.6
These regions reformed to in this table are those defined and numbered on map 27052 (7-58) USSR:												

a. The economic regions referred to in this table are those defined and numbered on map 27052 (7-58) USSR: Political-Administrative Divisions and Economic Regions, March 1958.

b. Gor'kovskiy Avtozavod (Gor'kiy Motor Vehicle Plant).

c. Zavod imeni Likhacheva (Plant imeni Likhachev).

d. Yaroslavskiy Avtozavod (Yaroslavl' Motor Vehicle Plant).

e. Ul'yanovskiy Avtozavod (Ul'yanovsk Motor Vehicle Plant).

f. Ural - Zavod imeni Stalina (Ural Plant imeni Stalin).

g. Minskiy Avtozavod (Minsk Motor Vehicle Plant).

h. Kutaisskiy Avtozavod (Kutaisi Motor Vehicle Plant).

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ZIS trucks have been produced since 1951 at a third plant, the Kutaisi Motor Vehicle Plant (Kutaiskiy Avtozavod -- KAZ) in the Georgian SSR. Production in 1951 was confined to the assembly of ZIS-150 trucks, but since 1952 the basic product of this plant has been the KAZ-585, a dump truck similar to the ZIS-585, which has been assembled at the Mytishchi plant. Several new variations of this standard dump truck were produced in 1957-58.

The largest motor vehicle plant in the USSR is GAZ at Gor'kiy, which produces general-purpose light trucks in addition to passenger automobiles and consumer goods. In 1946, GAZ resumed production of the GAZ-AA, a 1-1/2-ton truck initially produced in 1932, and began production of a new 2-1/2-ton general-cargo truck, the GAZ-51. Production of the GAZ-AA at GAZ ended in 1950, whereas production of the GAZ-51 continued through 1958. The chassis of the GAZ-51 is used for a number of other vehicles: the GAZ-63, a 2-ton, four-wheel-drive, cross-country cargo and personnel truck, produced at GAZ since 1949; the GAZ-93, a dump truck, assembled since 1948 at the Odessa Motor Vehicle Plant; a series of buses, ambulances, and trucks with special types of bodies, which were produced at GAZ until 1950 and thereafter at PAZ; and a few fire engines, assembled at the Moscow Fire Engine Plant. Besides these special types of vehicles built on GAZ-51 chassis, entire GAZ trucks have been produced or assembled at two other plants for short periods of time. The GAZ-AA was produced by UAZ at Ul'yanovsk from late in 1947 to some time in 1950. Many of the component parts were made at GAZ and shipped to UAZ for assembly. Similarly, a small number of GAZ-51 vehicles were assembled at the Irkutsk Motor Vehicle Plant from 1950 to 1952.

During 1946-57, 97 percent of the trucks produced in the USSR were ZIS or GAZ models, which fall in the load capacity range of 1-1/2 to 4-1/2 tons. No trucks smaller than 1-1/2 tons were produced after World War II until 1957-58, when production of UAZ-450's, pick-up trucks based on GAZ-69 chassis, began at UAZ. Trucks of more than 4-1/2 tons have been produced at only two plants -- the Minsk Motor Vehicle Plant (Minsk Avtozavod -- MAZ) and the Yaroslavl' Motor Vehicle Plant (Yaroslavskiy Avtozavod -- YaAZ), which was established before World War II. All of these heavy trucks were powered with diesel engines, most of which were made at YaAZ.

In 1947, YaAZ began production of a 7-ton diesel-powered cargo truck, designated the YaAZ-200. In the same year the new MAZ started production of the same model truck, designated the MAZ-200. In 1948, MAZ began to produce a 5-ton dump version of this vehicle, known as MAZ-205. MAZ was ordered in 1951 to prepare for production of 25-ton dump trucks to be used on large construction projects such as dams and canals, where giant shovels were excavating at a single bite bigger

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loads than the existing dump trucks could hold. Since 1952, small numbers of the 25-ton dump truck, the MAZ-525, have been produced annually, and in 1957 a 40-ton dump truck, the MAZ-530, was first produced at MAZ. Two other special types of heavy diesel trucks were brought into production at Minsk in 1956-57 -- a new timber-hauling truck, the MAZ-501, and a new cross-country truck with a capacity of 4 tons, the MAZ-502.

In 1950, YaAZ began producing a series of three-axle trucks of 10- to 12-ton capacity: the YaAZ-210 and YaAZ-210A, both of which are general cargo trucks; the YaAZ-210E, a dump truck, and the YaAZ-210D and the YaAZ-210G, which are truck-tractors. By 1957-58 these models were being phased out of production and were being replaced by an improved series of 10- to 12-ton trucks -- the YaAZ-219, the YaAZ-221, and the YaAZ-222. A slightly smaller truck, the three-axle, 7-ton YaAZ-214, has been produced at Yaroslavl' since the autumn of 1956.

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APPENDIX A

STATISTICAL AND DESCRIPTIVE TABLES

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Table 4

Estimated Production of Motor Vehicles in the USSR  
1946-57

Category and Model	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957
Thousand Units												
Passenger automobiles												
Moskvich 400 sedan	Negligible	1.5	7.0	7.0	25.1	19.2	21.2	33.0	38.5	46.2	17.3	52.0
Moskvich 402 sedan											23.7	
Moskvich convertible coupe				7.5	6.6	3.5	Negligible					
Moskvich station wagon								6.9	6.9	2.7	0.3	
ZIS limousine	0.5	0.5	0.5	0.5	0.5	0.3	0.3	0.3	0.3	0.3	0.3	0.3
ZIM limousine						0.6	1.6	2.0	3.5	3.6	4.0	4.0
GAZ-67 jeep	5.8	6.6	6.0	12.5	13.4	12.4	12.9	10.8				
GAZ-69 jeep a/*								3.0	15.5	22.0	23.2	25.0
Pobeda sedan	Negligible	1.0	6.7	18.2	19.0	17.6	23.7	21.4	30.0	33.0	29.0	26.0
Volga sedan											Negligible	6.3
Subtotal	6.3	9.6	20.2	45.7	64.6	53.6	59.7	77.4	94.7	107.8	97.8	113.6
Trucks												
GAZ-AA a/	52.0	51.8	55.3	68.6	44.0							
GAZ-51 a/	5.6	12.4	36.8	33.0	95.7	84.0	87.4	91.9	107.0	114.9	131.5	141.3
GAZ-63				6.0	6.0	10.2	14.4	18.6	22.8	25.1	27.6	30.4
GAZ-93			3.2	10.0	18.3	17.7	17.2	19.6	17.4	19.2	21.5	21.9
ZIS-5	30.0	45.0	17.4									
ZIS-150 a/ (including ZIS-585)			44.6	85.0	90.5	72.5	73.6	80.5	84.6	90.5	96.0	71.4
ZIL-164 (including ZIS-585)												
ZIS-151				5.5	8.0	12.5	20.0	21.6	24.0	26.0	30.0	21.5
Ural-ZIS-5 b/ (including Ural-ZIS-352, Ural-ZIS-355, and Ural-ZIS-355M)												
KAZ-585-B, KAZ-585-V	7.0	12.0	16.0	17.5	28.4	25.4	22.3	24.1	28.1	33.2	27.6	30.0
							1.8	4.4	4.5	4.6	5.8	5.7

\* Footnotes for Table 4 follow on p. 51.

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Table 4  
Estimated Production of Motor Vehicles in the USSR  
1946-57  
(Continued)

Category and Model	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957
Trucks (Continued)												
KAZ-120												0.1
KAZ-600												0.1
KAZ-601-B												0.1
MAZ-200		0.1	0.1	0.1	0.4	0.9	1.4	4.4	3.0	6.3	12.1	7.7
MAZ-205		0.3	0.3	0.7	2.0	4.1	4.3	4.3	7.3	5.8	1.5	7.0
MAZ-525							0.1	0.2	0.5	0.8	0.7	0.4
MAZ-501											0.1	0.2
MAZ-502												0.2
YaAZ-200		0.2	0.2	0.5	1.1	2.0	0.9	1.1	1.7	2.6	3.2	3.2
YaAZ-210						0.5						0.4
YaAZ-214												
Subtotal	94.6	121.2	173.9	226.9	294.4	229.8	243.4	270.7	300.9	329.0	357.6	371.6
Buses												
ZIS (ZIL)		0.5	0.5	0.5	0.8	1.3	1.8	3.1	4.0	4.0	4.1	4.3
GAZ (PAZ)	Negligible	1.7	2.5	2.9	3.1	4.0	3.0	3.0	4.3	4.4	4.4	4.6
Other buses	1.3									0.1	0.7	1.4
Subtotal	1.3	2.2	3.0	3.4	3.9	5.3	4.8	6.1	8.3	8.5	9.2	10.3
Total	102.2	133.0	197.1	276.0	362.9	288.7	307.9	354.2	403.9	445.3	464.6	495.5

a. Consolidated figure for production of this model at two plants. For production of passenger automobiles and trucks, by plant, see Tables 1 and 2, pp. 4 and 19, respectively, above.

b. Including gas-generator models produced at the Ural Plant imeni Stalin (Ural - Zavod imeni Stalina -- Ural-ZIS) at Miass.

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Table 5

Designations and Characteristics of Selected Models of Motor Vehicles in the USSR  
1946-57

Designation	Type of Vehicle	Drive	Maximum Capacity	Fuel	Dates of Production
Moskvich-400 and Moskvich-401	Passenger automobile (in sedan, convertible coupe, station wagon versions)	4 x 2	4-passenger	Gasoline	1947-56
Moskvich-402	Passenger automobile (sedan)	4 x 2	4-passenger	Gasoline	1956-58
Moskvich-407	Passenger automobile (sedan)	4 x 2	4-passenger	Gasoline	1958-59
Moskvich-410	Passenger automobile (sedan)	4 x 4	4-passenger	Gasoline	1957-59
Moskvich-423	Station wagon	4 x 2	4-passenger	Gasoline	1957-59
ZIM (GAZ-12)	Passenger limousine	4 x 2	7-passenger	Gasoline	1951-58
Chayka (GAZ-13)	Passenger limousine	4 x 2	7-passenger	Gasoline	1958-59
ZIS-110 (ZIL-110)	Passenger limousine	4 x 2	7-passenger	Gasoline	1946-58
ZIL-111	Passenger limousine	4 x 2	7-passenger	Gasoline	1958-59
GAZ-67	Jeep	4 x 4	4-passenger	Gasoline	1943-53
GAZ-69	Jeep	4 x 4	4-passenger	Gasoline	1953-59
GAZ-69A	Jeep	4 x 4	8-passenger	Gasoline	1953-59
Pobeda	Passenger automobile (sedan)	4 x 2	5-passenger	Gasoline	1946-58
Volga	Passenger automobile (sedan)	4 x 2	5-passenger	Gasoline	1957-59

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Table 5

Designations and Characteristics of Selected Models of Motor Vehicles in the USSR  
1946-57  
(Continued)

Designation	Type of Vehicle	Drive	Maximum Capacity	Fuel	Dates of Production
GAZ-AA (GAZ-MM)	Cargo truck	4 x 2	1.5-ton a/	Gasoline	1932-50
GAZ-51 and GAZ-51A	Cargo truck	4 x 2	2.5-ton	Gasoline	1946-59
GAZ-63	Cargo truck	4 x 4	2-ton	Gasoline	1949-59
GAZ-93	Dump truck	4 x 2	2.25-ton	Gasoline	1948-59
ZIS-5	Cargo truck	4 x 2	3-ton	Gasoline	1933-48
ZIS-150	Cargo truck	4 x 2	4-ton	Gasoline	1948-57
ZIS-585	Dump truck	4 x 2	3.5-ton	Gasoline	1950-59
ZIL-164	Cargo truck	4 x 2	4-ton	Gasoline	1957-59
ZIS-151	Cargo truck	6 x 6	4.5-ton	Gasoline	1948-58
ZIL-157	Cargo truck	6 x 6	4.5-ton	Gasoline	1958-59
Ural-ZIS-5	Cargo truck	4 x 2	3-ton	Gasoline	1944-56
Ural-ZIS-352	Cargo truck	4 x 2	2.5-ton	Gas generator	1952-56
Ural-ZIS-355	Cargo truck	4 x 2	3-ton	Gasoline	1956-58
Ural-ZIS-355M	Cargo truck	4 x 2	3.5-ton	Gasoline	1958-59
Ural-ZIS-356	Cargo truck	4 x 2	3.5-ton	Gas generator	1955-59
KAZ-585	Dump truck	4 x 2	3.5-ton	Gasoline	1952-59
KAZ-120T	Saddle tractor	4 x 2	3.5-ton	Gasoline	1956-59
KAZ-600	Dump truck	4 x 2	4-ton	Gasoline	1957-59
KAZ-601	Cement truck	4 x 2	3.5-ton	Gasoline	1956-59

a. Tonnages are given in metric tons throughout this table.

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Table 5

Designations and Characteristics of Selected Models of Motor Vehicles in the USSR  
1946-57  
(Continued)

Designation	Type of Vehicle	Drive	Maximum Capacity	Fuel	Dates of Production
KAZ-602	Dump truck	4 x 2	3-ton	Gasoline	1958-59
MAZ-200	Cargo truck	4 x 2	7-ton	Diesel	1948-59
MAZ-205	Dump truck	4 x 2	7-ton	Diesel	1948-59
MAZ-525	Dump truck	4 x 2	25-ton	Diesel	1951-59
MAZ-530	Dump truck	6 x 4	40-ton	Diesel	1957-59
MAZ-501	Timber truck	4 x 4	15-ton	Diesel	1956-59
MAZ-502	Cargo truck	4 x 4	4-ton	Diesel	1957-59
YAAZ-200	Cargo truck	4 x 2	7-ton	Diesel	1947-51
YAAZ-210	Cargo truck	6 x 4	12-ton	Diesel	1951-57
YAAZ-210A	Cargo truck	6 x 4	12-ton	Diesel	1951-57
YAAZ-210E	Dump truck	6 x 4	10-ton	Diesel	1951-57
YAAZ-210G	Truck tractor	6 x 4	45-ton	Diesel	1951-57
YAAZ-210D	Truck tractor	6 x 4	45-ton	Diesel	1951-57
YAAZ-214	Cargo truck	6 x 6	7-ton	Diesel	1956-59
YAAZ-219	Cargo truck	6 x 4	12-ton	Diesel	1957-59
YAAZ-221	Truck tractor	6 x 4	40-ton	Diesel	1957-59
YAAZ-222	Dump truck	6 x 4	10-ton	Diesel	1957-59
ZIS-154	Bus	4 x 2	34- to 60-passenger	Diesel	1946-59

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Table 5

Designations and Characteristics of Selected Models of Motor Vehicles in the USSR  
1946-57  
(Continued)

Designation	Type of Vehicle	Drive	Maximum Capacity	Fuel	Dates of Production
ZIS (ZIL)-155	Bus	4 x 2	28- to 55-passenger	Gasoline	1949-57
ZIL-158	Bus	4 x 2	32- to 60-passenger	Gasoline	1957-59
ZIL-127	Bus	4 x 2	32-passenger	Diesel	1955-59
GAZ-03-30	Bus	4 x 2	17-passenger	Gasoline	1933-51
GAZ (PAZ)-651	Bus	4 x 2	19- to 23-passenger	Gasoline	1951-59
PAZ-652	Bus	4 x 2	23- to 30-passenger	Gasoline	1957-59
LAZ-695	Bus	4 x 2	28- to 55-passenger	Gasoline	1956-59
RAF-251	Bus	4 x 2	23-passenger	Gasoline	1955-59

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